

OFFICIAL MONTHLY
PUBLICATION OF
THE CENTRAL VALLEY
MUSTANG CLUB

CENTRAL VALLEY MUSTANG CLUB, INC



JUNE 2020

the PONY PRESS

Return of the Mach!



*Limited-Edition Mach 1
is Pinnacle of Mustang 5.0-Liter V8 Style and Performance*



Rare "Branded" Mustang Kit

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www.cvmustang.org

club info



Central Valley Mustang Club, Inc.
P.O. Box 25964 • Fresno, CA 93729-5964
Phone: (559) 715-CVMC (2862)
Website: www.cvmustang.org

Club Purpose: To provide a common meeting ground for Mustang owners and further the enjoyment of ownership; to include workshops, discussions and technical meetings; to promote a more favorable relationship with the general motoring public; to further the preservation and restoration of all Mustangs.

Who Can Join: The club is open to all Mustang enthusiasts. Any individual or family can join. Ownership of a Mustang is not essential, but enthusiasm is. CVMC embraces the practice of encouraging diversity within the membership and involvement of the entire family in its membership and at all club events.

A Family Oriented Organization: As a part of promoting family involvement in the club, children are allowed and in fact encouraged at all club functions. In deference to this family involvement and the driving of motor vehicles, consumption of alcoholic beverages is discouraged at club events except where the club is staying overnight and there is no potential for any drinking member or guest to get behind the wheel.

Dues: For the first year only, \$30 for a one year Active Membership, of which \$5 will be an initiation fee and \$25 for dues. For additional family members, Active Membership dues are \$5 per member. Renewals are due each January. Renewal notices are not sent out.

CVMC OFFICERS

Joseph Colvin • President	285-7296
Charlene Stebles • Vice President	299-1039
Susan Ward • Secretary	288-6352
Doug Deffebach • Treasurer	917-4283

MEMBERS AT LARGE

Diana Buranen	647-6034
Mary Kokalis	229-3219
Karen Lee	681-0181
Robert Whitley	877-4948

Compliments or complaints should be presented to Members At Large.

MEMBERSHIP CHAIR

Brandon Walker	288-0450
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ACTIVITIES CHAIR

Robin McCann	709-0830
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MERCHANDISE CHAIR

Robin McCann	709-0830
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Suggestions for activities should be directed to the Activities Committee.

MCA REGIONAL DIRECTOR

Paul Beckley	323-7267
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SUNSHINE CHAIR

Mary Whitley	285-1060
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WEBMASTER

Paul Beckley	323-7267
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NEWSLETTER EDITOR

Garo Chekerdeman	906-7563
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ADVERTISING

Talk to a Member at Large

ADVERTISING RATES:

Classified Ads (3 Lines)

CVMC Members	FREE
Non Members per issue	\$3.00
with Photo	\$10.00

Business Card Ad

CVMC Members	FREE
Issue	\$5.00
Six Months	\$13.00
One Year	\$25.00

Double Business Card Ad (1/4 Page)

Issue	\$7.00
Six Months	\$20.00
Half Page (One Year)	\$70.00
Full Page (One Year)	\$105.00
Half Page / Back Cover / One Year	\$80.00

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monthly meeting



Last Thursday of Each Month

BLACK BEAR DINER

3602 W Shaw Ave • Fresno, CA

Dinner: 6 PM • Meeting: 7 PM

PAST PRESIDENTS

Ron Dupras	2017-2019
Mark Gardner	2016
Jim Sanborn	2015
Paul Beckley	2012-2014
Allen Rasmussen	2011
Ron Deubner	2010
Jim Sanborn	2009
Wanda Hamshar	2008
Michael Metz	2006-2007
Jim Sanborn	2005
Doug Deffenbach	2003-2004
Christina De La Pena	2001-2002
Jim Sanborn	2000
Jay Sharmer	1999
Brian Massey	1997-1998
Jim Sanborn	1996
Ron Deubner	1995
Paul Beckley	1994
Dave Rose	1993
Paul Beckley	1989-1992



from the president



from the editor

Wait! Another month has passed already? Didn't I just write one of these? Half this year is already gone (not that most of it will be missed). As things have started to open back up the herd has started to get out and ride a little bit.

We've done some drive and eats and some meet and eats with more to come. The activities committee has shifted into high gear and events are being added to the calendar constantly.

Check the Huntcal or the Facebook events and come out and reconnect with our Mustang family. With the covid situation we have seen many events canceled this year including our own Fallen Heroes car show.

Going forward we still don't know how the rest of the year will be and what events will be allowed to take place. We just have to roll with the punches and make the best of it.

Social distancing and masks etc. seem to be staying with us for a while so we will just adapt and have events within the guidelines allowed. Restaurants are opening back up which is good because our club loves to eat. Lol.

Along with that, our monthly general meetings are back at Black Bear Diner starting this month as well as our monthly breakfasts. Nicola and her crew are ready to take care of us. It has been good to see so many of your friendly faces at our "coming back out" events and I look forward to seeing more of you soon.

Be safe, take care of yourselves and as always, enjoy the ride.

Joe Colvin
CVMC Grand Poohbah
joe@cvmustang.org

nothing here
folks

keep moving

nothing to
see



Garo Chekerdeman
CVMC - Newsletter Editor

upcoming events

July 2020

Sat	7/4	12pm	Independence Day Karen & Doug Hosting 4th of July BBQ
Fri	7/10	6:30pm	Sals in Selma
Sat	7/11	8:30am 10:00am	Monthly Club Breakfast The Range - Covid Shoot - AKA Bunny Shoot and lunch at Texas Road House
Sat	7/18	1:00 - 5:00pm	Picnic at Shaver Lake
Sat	7/18	4:00pm	Clovis Park in The Park (NO Potluck dinner, you can bring your own picnic)
Fri	7/24	6:30pm	Pizza at Me-N-Ed's
Mon	7/27	6pm - 8pm	Board Meeting
Thur	7/30	6pm	CVMC General Membership Meeting @ Black Bear Diner

*For details on events go to
www.cvmustang.org
and click the calendar tab.*

next general meeting
JULY 30th, 2020
BLACK BEAR DINER
3602 W. Shaw Ave • Fresno, CA
(Northwest Corner of Shaw / Marty)

happy birthday

JUNE

- Jun 3 Ron Coppola
- Jun 9 Paul Spagnola
- Jun 12 Charlene Stebles
- Jun 13 Robert Grant
- Jun 19 Mary Kokalis
- Jun 22 Peter McCann
- Jun 24 Steve Wilson
- Jun 27 Carol Bandy



be sure to check out
cvmustang.org

Events Calendar
Photo Gallery
Newsletters
Merchandise



COLLECTIBLE TOYS, TOOLS, MUSTANG PARTS

Private sale, call ahead of arrival
15954 W. El Mar Ave., Kerman CA.
559/842-8285

“Wonderful Father’s Day Gifts”

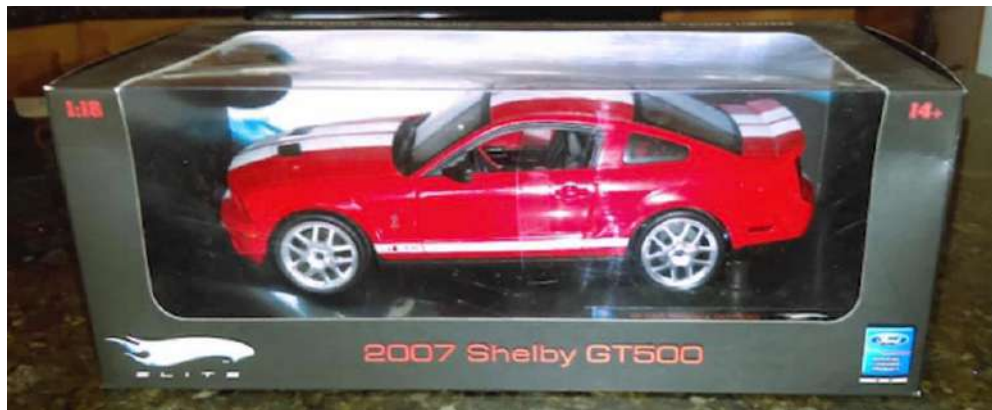
Due to the pandemic shut down a public sale is not permitted, but we can have up to six persons at a time, provided they wear face masks.

Vic had over forty years of collectible model cars, fire trucks, and planes, plus tools, tools and more tools. Plaques, fun signs and pictures. Helmets of all types, a set of golf clubs and golf balls, an engine hoist (Brand new in box) Two large tool boxes remain, a work bench and a card file cabinet. There is a Gasoline pump replica and a surrey. Collectible lunch pails. And oh yes, DVD’s plus a sea of Hot Wheels.

Among the mustang car parts are the original wheels from his 2007 Mustang GT along with the tires. (He had replaced with custom wheels.) Plus a 1965/66 8000 Rally Pac. (Remake of course, but still nice to have.)

Ladies there will be items of interest for you also.

Thank you for your consideration and concern.



Return of the Mach!

Limited-Edition Mach 1 is Pinnacle of Mustang 5.0-Liter V8 Style and Performance



After a 17-year hiatus, the all-new Mustang Mach 1 fastback coupe makes its world premiere – becoming the modern pinnacle of style, handling and 5.0-liter V-8 pony car performance.

“Bold styling, great acceleration and speed – Mach 1 says it all,” said Jim Farley, Ford’s chief operating officer. “This is one of those special Mustangs that truly brings a smile to the faces of our owners, enthusiasts and fans – including me – so there’s never been a better time to bring back Mach 1 and have it go global too.”

Ford’s quest for speed began with Henry Ford in 1901 and the company’s roots within aerospace only furthered its desire to deliver quicker, faster and more powerful vehicles. Calling back Chuck Yeager’s feat becoming the first to break the sound barrier – Mach 1 – Ford delivered its original Mach 1 in 1969, setting 295 speed and endurance records in its first model year at the Bonneville Salt Flats. Thanks to its added handling capability, Mach 1 teams earned back-to-back SCCA Manufacturer’s Rally Championships in 1969 and 1970.

Like the original, the all-new Mach 1 bridges the gap between Mustang GT and Shelby® models, delivering V-8 power, unique functional aerodynamic enhancements, competition-capable suspension upgrades and a driver-focused cockpit.

All-new Mach 1 muscle

The all-new Mustang Mach 1 is set to become the most track-capable 5.0-liter Mustang ever, courtesy of a newly designed front end, plus Ford Performance parts from Mustang Shelby GT350 and Shelby GT500 models and an available Handling Package for greater at-limit handling.

Packing a specially calibrated 5.0-liter V8 engine that has a projected 480 horsepower at 7,000 rpm and 420 lb.-ft. of torque at 4,600 rpm, Mach 1 is a fitting celebration of a nameplate born more than 50 years ago.



Integrated into the Mach 1 engine are revised Shelby GT350 components including the intake manifold, oil filter adapter and engine oil cooler, increasing engine oil cooling capability by 50 percent.

The all-new version leans on decades of Ford Performance learnings, wearing a uniquely crafted front end for aerodynamic efficiency and a host of Ford Performance parts that help celebrate its iconic heritage. Mach 1 comes standard with a Tremec™ 3160 6-speed manual transmission from the Shelby GT350. For the first time, Ford has outfitted the system with rev-matching and the transmission is paired with the GT350 oil cooler system and Mustang GT's twin-disc clutch and short-throw shifter.

Drivers can also opt for an available 10-speed SelectShift™ automatic transmission with an upgraded torque converter and unique calibration that enables optimizing torque capability, shift character and overall enhanced performance. A second air-to-oil cooler increases cooling capacity by 75 percent.

Recapturing Mach 1 style

The all-new Mach 1's grille harkens back to the original with a deep 3-D mesh, shark-nosed section and faux lamp elements. Flanking the fascia are new side grilles below each turn signal lamp. A low-gloss Magnetic pony badge is centered on the grille. Low-gloss magnetic and black accents throughout the vehicle provide a premium look while staying true to Mach 1's bold, muscular heritage, including low-gloss Magnetic mirror caps and rear spoiler.

New 19-inch x 9.5-inch, and 19-inch x 10-inch five-spoke Tarnished Dark-painted aluminum wheels are a modern version of the classic Magnum 500 style wheels. Handling Package vehicles come standard with unique, wider 19-inch x 10.5-inch front, and 19-inch x 11-inch rear Tarnished Dark-painted aluminum wheels.

The Handling Package – exclusively available with the Tremec™ 3160 6-speed manual transmission – also includes a larger unique higher downforce front splitter, new front wheel lip moldings, and a low-gloss Magnetic swing spoiler with a Gurney flap and rear tire spats from Shelby GT500.

Satin Black side and hood stripes are included with reflective accent stripes in any of three colors: Red, White and Orange (Appearance Package only). Exterior color options include the Mach 1 exclusive Fighter Jet Gray (Appearance Package only), as well as Iconic Silver, Shadow Black, Oxford White, Velocity Blue, Twister Orange, Race Red and Grabber Yellow.

The interior features a unique Dark Spindrift instrument panel with aluminum accents. Ebony seats with an accent stripe hint at Mach 1 heritage in cars equipped with a leather interior. Other interior upgrades include new door sill plates, an updated splash screen on the 12.3-inch all-LCD instrument cluster, a white cue ball shift knob, and engraved badging that displays the vehicle's unique chassis number.





Mach 1: Built to perform

The Mach 1 engineering and design teams worked in tandem to develop a front end unique to the Mach 1 persona that also meets the high aerodynamic demands of the engine, transmission and braking systems.

A new two-piece upper grille, lower grille and valance, and new side grilles, all contribute to Mach 1's signature look and more demanding aero and cooling performance requirements.

A front splitter optimized to the fascia shape improves track performance and provides a more aggressive appearance, while a matched rear spoiler works in concert to create ideal lift balance. Mach 1 features 22 percent more downforce than a Mustang GT with Performance Pack Level 1 and the downforce improvement jumps to approximately 150 percent with the Handling Package.

To enhance track endurance, the team added two side heat exchangers – one to cool engine oil, the other transmission oil – as well as a rear axle cooling system and lower diffuser from Shelby GT500.

A new underbelly pan, the vehicle's most aerodynamically important upgrade, extends 20 inches further rearward than on a Mustang GT Performance Pack to smooth and increase the airflow under the front of the car. Large underwing features in the belly pan increase downforce, while special belly pan airfoils in the brake cooling ramps improve downforce and assist the brake cooling flow – a first for Mustang.

To improve ride and handling, Mach 1 features the latest MagneRide calibration, a stiffer steering I-shaft, new EPAS calibration, stiffer sway bars and front springs, a brake booster from the Mustang GT Performance Pack Level 2, 9.5-inch/10-inch split fitment wheels with Michelin PS4 tires, a rear subframe with stiffer bushings and a rear toe-link from Shelby GT500.

The all-new and limited-edition 2021 Mustang Mach 1 will arrive in U.S. and Canadian Ford dealerships in the spring of 2021.

THE SCENE

Old Town Clovis Cruise



THE SCENE

Superior Dairy Products Co. - Hanford, CA



What is the Giugiaro Ford Mustang?



Source: cjponyparts.com

Although the Ford Mustang is known around the world as the quintessential American muscle car, at various times throughout its history it has opened itself to European influences. One such incident was the Giugiaro Mustang concept unveiled in 2006 at the Los Angeles International Auto Show. Based on the 2005 Mustang GT, the car was designed by Fabrizio Giugiaro of the legendary design firm Italdesign Giugiaro as a tribute to the pony car's performance and racing history.

FEATURES AND TECHNICAL SPECS

Under the hood, the Giugiaro Mustang benefitted from a twin-screw supercharger that boosted the output of the GT's stock 4.6L V8 to over 500 horsepower. Other notable performance upgrades include an all-aluminum radiator from Ford Racing, new mufflers and an X-pipe exhaust, a 95 mm mass air meter with a conical air filter, and a finely tuned engine with fuel injectors from the Ford GT. The vehicle's refined chassis sits 1.5 inches lower than the stock Mustang and delivers sharper handling thanks to Ford Racing dynamic-tuned dampers, lowering springs and anti-sway bars.

STYLING

Despite these technical improvements, it was the radical styling of the Giugiaro Mustang that attracted the most attention. With a new interior, a curved glass panel bridging the windshield and rear window, and Lambo-style scissor doors, the Giugiaro Mustang sported a compact, aggressive look that is more Milan than Michigan. Other features of the Giugiaro Mustang include:

- **Handmade three-piece taillights reminiscent of the first generation Mustang**
- **Dark brown horsehide seats and headrests**
- **Custom 20-inch rims outfitted with 275/40 tires in the front and 315/35s in the backs alike.**

RECEPTION

Initial response to the Giugiaro Mustang was nothing short of ecstatic, with AutoBlog calling it "rolling automotive pornography" and praising its combination of classic Mustang styling cues and European design. Of course, with any redesign this extreme there was bound to be a backlash, and it's no surprise that many traditionalists were aghast at the thought of such a radical departure from Mustang orthodoxy. Regardless of where you stand, the Giugiaro Mustang was one of the more unique takes on the classic pony car in recent years, and it is a fascinating example of the way its famous platform inspires designers and drivers alike.



Rare "Branded" Mustang Kit leaves mark on collector community



As if Ford needed a gimmick to sell more Mustangs back in the day . . . this is a story about "Branding" the Mustang, or how a hot customizing kit was created to add extra appeal to used ponies.

By mid-1967, the once-unique Mustang had acquired plenty of company, if not actual competition. Ford's pioneering pony still outsold the Chevrolet Camaro, Pontiac Firebird, Plymouth Barracuda, and Mercury Cougar combined. More than 5 percent of all new cars sold in the United States were Mustangs.

The Mustang's impact on the used-car market was significant as well, as owners of the original '64-1/2-to-'66 models traded them in for longer, wider, racier '67's -- or traded up to other Ford products -- creating an ample supply of second-hand 'Stangs priced right for lower-budget enthusiasts. And to help spur the sales of these pre-owned ponies, Ford's marketing mavens created the "Branded Mustang" program.

Central to the program was the "Branding" kit, manufactured for Ford by DSI of Plymouth, Michigan. Each kit included one pre-cut, hand-sewn vinyl roof cover; a set of pre-cut "Thoroughbred" tape stripes; two large running-horse emblems for the left and right C-pillars; two chrome moldings to blend the lower edges of the top into the quarter panels; two cans of Mastic glue; and installation instructions; all neatly packed into a 3-foot mailing tube and priced (to the dealer) at \$47.25.

Hot sellers at the time, these Branded Mustang kits had been all but forgotten when Fran Cosentino discovered one on eBay nearly a decade ago. An aficionado of unusual Fords, Cosentino purchased the kit and learned all he could about the program. He then shared his research with former Mustang Monthly editor Donald Farr, who published the article "Branded Marketing" on the website Mustang 360 in December of 2012.

Like the Mustang itself, the Branding kits offered plenty of options. The 4-inch-wide stripes -- cut to run the full length of the car, literally from bumper to bumper -- were available in red, white, black, blue or gold. The vinyl tops offered even more choices: 15 combinations of color and pattern, including paisleys, tweeds, "leathers" and "sculptured" florals.

"They ran from pretty cool to butt ugly," said Cosentino. "But keep in mind it was the '60s."

Even the C-pillar emblems could be ordered in "silver" or "gold." to better blend with the top color, or just to provide more opportunity for individual expression.

"A" and "B" kits fit '67-68 and '64-66 hardtops, respectively. But how to fiddle the stripes through, past, or around the faux rear-quarter scoops that varied from '65 to '66, and again from '67 to '68; or how to deal with a '68 model's side marker lights was left up to the installer.

"The instructions would give you a general idea of where to put them," Cosentino commented, "but I don't think a whole lot of thought went into it. They would just figure it out, and I'm guessing no two were exactly alike."

A seven-page brochure distributed to Ford dealers sometime after April 1968 suggested displaying a few pre-Branded ponies as traffic builders, while encouraging buyers to create their own combinations. It also hawked promotional kits (at \$11.95 each) consisting of two showroom posters, two "windshield girdles" (cardboard advertisements that unfolded inside a windshield, like a sun shade), 300 direct-mail flyers, and a camera-ready newspaper ad. Brochure text went on to note that Branded Mustangs had been successfully displayed at the "Winter Nationals" in February, and at the "National Mustang Round-Up" in April, where potential buyers told inquiring pollsters that they'd drop an additional \$157 for a Mustang that was brandishing a Branded kit. In short, Branded Mustangs promised more sales, at higher margins.

With kits available through parts departments, some enterprising agencies even applied the Branded treatment to brand-new Mustangs. In the D.C. area, Shelton Ford promoted their "exclusive California Mod Mustang," sporting a Branded kit without the roof emblems. Weigand Ford-Mercury of Chippewa Falls, Wisconsin, advertised well-optioned "Weigand Specials," and urged potential buyers to "Hurry -- only 2 left in the corral." Cosentino recalled speaking to a man who had worked for a Ford agency near Baltimore.

"He told me that in '68 they were ordering brand-new hardtops with Branded kits in the trunk," he said. "They unloaded the cars, installed the kits, put them on the lot -- and they sold like anything."

Ultimately, Cosentino acquired six different kits, a copy of the brochure, two sets of Branded Mustang cufflinks (one set in a silver finish, the other gold), and, after a year-long search, an actual Branded Mustang. The '67 hardtop had endured years of Texas sun and occasional hail, "but it was all there," he told Farr, "including the bleached-out top, partial stripes, and emblems still attached to the C-pillars."

With its two-barrel 289, automatic transmission, power steering and console, it was likely just the sort of mainstream Mustang trade-in that the Branded program was designed to dress up. More serendipitously, what remained of its white stripes and tattered top matched the kit that Fran had found on eBay. The car had originally been painted a bronze-tan hue called "Burnt Amber" and fitted with an off-white interior, a combination that the white stripes and tan floral top complimented just about perfectly.

After a thorough 18-month restoration, Fran's car appeared on the cover of Mustang Monthly, and featured prominently in 50th Anniversary celebrations in Dearborn, and at the Ford Nationals in Carlisle, Pennsylvania.

"People would see the car," Fran recounted, "and say, 'Ford never made anything like that.' And then I'd pull out the instructions from Ford. The emblems for the C-pillars even have Ford part numbers. It was such a big promotion then that Ford even had those cufflinks made."

Still, after the Mustang's 50th anniversary, Cosentino found he wasn't driving or showing his Branded Mustang as much as he once did.

"I've been collecting cars on and off for 30 years," he told us. "I'd buy them and restore them, and get into the background on them -- and then I'd sell them and get on to something else. The real

fun for me is the hunt, and then filling in the background. So usually I had only two, sometimes three cars; but by 2008 I had seven. And when I'd had them for about a decade, I decided that I'd had too many of them for too long."

Still, he said the Branded Mustang "was the hardest one for me to sell. It will always be my car."

Last spring he sold it to Marlene and Keith White. "We had known about the car for years, through a mutual friend," said Marlene. "We like cars that are a little different. We have a '71 Torino wagon with low miles. It's just a basic wagon, but everywhere we take it people love it because it's different. And when we had the opportunity to meet Fran and see the Branded Mustang . . . there is something about it 'in person' that's very striking. The story behind it is fascinating, too."

Furthermore, "Keith likes to drive it. He drove it home from Fran's, and we drive it to car shows. We drove it down to the [Pittsburgh Vintage] Grand Prix. We don't want it to be a trailer queen; we want to enjoy it."

"It's funny, though, because people can't keep their hands off of it. They look around to see if anyone's watching, and then they touch the roof. It's like they can't help themselves."

It's unlikely those folks have ever seen another one. As far as Cosentino knows, his Branded Mustang is the sole survivor of the whole ambitious program. Of course he still owns five different Branded Mustang kits. "Every three or four years I'll get an e-mail from someone looking to buy one of my kits. I don't get back to them."

"I don't want anybody making one up."



CENTRAL VALLEY MUSTANG CLUB OFFICIAL MERCHANDISE



- Name Badge
- Women's V-Neck T-Shirts
- Women's Polo Shirts
- 2 Tone Button Up Shirt
- Men's T-Shirts
- Men's Polo Shirts
- Uni-Sex Sweatshirt
- Uni-Sex Zip Up Hoodie
- CVMC Embroidered Hat
- Custom Engraved Plaques & Signs
- Club Logo Engraved "Root" Beer Mug

To order merchandise, check styles and prices
Visit: www.cvmustang.org
**All orders must be prepaid or paid online*



MEMBERSHIP APPLICATION

PRIMARY MEMBER NAME: _____

Are you a current MCA (Mustang Club Of America) member? Yes No

MCA (Mustang Club Of America) Member Number: _____

Birthdate: _____

Address: _____ City: _____ State: _____ Zip Code: _____

Your Preferred Email: _____

Phone: _____ Cell Phone: _____

In an effort to maintain the privacy of our members, please select if you prefer to not publish your contact information in our membership lists.

Yes, Please do not publish. No, It is ok to share my information with other members.

Please select your choice. We WILL NOT sell or share your information with ANYONE outside the club membership.

SPOUSE: _____ Spouse's Birthdate: _____

Spouse's Email: _____ Spouse's Cell Phone: _____

Children's name(s) and birthdate(s): _____

1ST VEHICLE - Please enter your vehicle(s) information.

Vehicle Year * _____ Vehicle Make * _____ Vehicle Model * _____

Vehicle Color * _____ Speciality Vehicle? _____

2ND VEHICLE - Please enter your vehicle(s) information.

Vehicle Year * _____ Vehicle Make * _____ Vehicle Model * _____

Vehicle Color * _____ Speciality Vehicle? _____

How did you hear about us? _____

Membership Requirements: Insurance - Each active and honorary membership will be required to carry and produce to the Membership Committee evidence of public liability and property damage insurance as follows: a) In the minimum amount required by California law. B) Or, in individual cases, the amounts recommended by the Membership Committee or the Executive Board. This insurance must cover the car owner and any driver of that member's vehicle. Lack or, cancellation of a member's policy immediately invalidates his/her membership in this club. Operator's License - Each active and honorary member must have a valid vehicle operator's license at all times. Lack of, cancellation of, or expiration of this license immediately invalidates membership.

Release of Damages: By submitting this document online, applicant / member agrees to hold the Central Valley Mustang Club, Inc. harmless for and to protect and defend the Officers and Club Members from any damages that may occur en route to, during, or from an event in which the applicant / member is involved. By submitting this document online, the submit button will constitute your signature as proof that the included information is true and accurate and that you agree to the requirements previously set forth.

Central Valley Mustang Club, Inc.

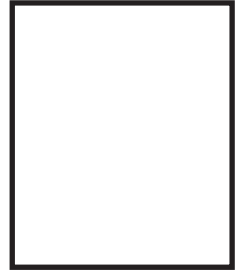
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The Central Valley Mustang Club, Inc. is not a subsidiary company nor does it have any corporate or legal relationship with Ford Motor Company.

MEMBERSHIP DUES: For the first year only, the sum of \$30.00 for a one year Active Membership, of which \$5.00 will be an initial fee and \$25.00 for dues. Thereafter, a member shall pay each January a \$25.00 fee for dues. For additional family members, Active Membership dues are \$5.00 per member.

the pony
OFFICIAL MONTHLY PUBLICATION
PRESS

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